

Foggy Bottom News

Next meeting—

Speakers to Discuss West End Redevelopment

There are at least three good reasons why the area just north of "K" St., known to us as the West End, will be developed in the near future. First, it is in the path of the steady westward movement of commercial development radiating from the Central Business District. Second, it is the logical site for residential development to serve middle-class Americans returning to enjoy the convenience of center city living and, now, to escape the energy crisis. And finally, it will serve to fulfill an assumption inherent in Metro construction planning—that enough bodies must be stacked-up within walking distance of each subway stop to permit the system to pay for itself at the fare box.

Our guest speaker this month will be Mr. Richard W. Carr, Project Manager for

West End Planning, Inc., whose organization has proposed the most intensive plan of development for the area. We expect also to hear a speaker from the West End-Washington Circle Association Inc., which represents many business and residential interests in the area, as well as representatives of the D.C. Office of Planning and Management and other interested parties.

Some of the questions likely to be raised and hopefully answered include: Should the West End be redeveloped from the ground up according to a single overall plan? Or should there be mixed development, concentrating on construction in areas of parking lots, vacant lots and obsolete structures while preserving old values?

Density will rise with any construction, but should it

be kept within the bounds dictated by present zoning or is more density desirable or justifiable.

Must Metro from which we will reap many tangible and intangible benefits also pay for itself entirely at the turnstile?

To what extent should present owners control development plans? Is there such a thing as obsolete zoning? Can the use of eminent domain be justified? What are the rights of the thousands of job holders in the area?

Should townhouses be preserved? What about low and moderate income housing for those who presently live in the area?

This promises to be an interesting and informative meeting on a subject that will profoundly affect the quality of life in Foggy

Bottom. Come out and lend us your ears and ideas and let's see if we can develop some consensus.

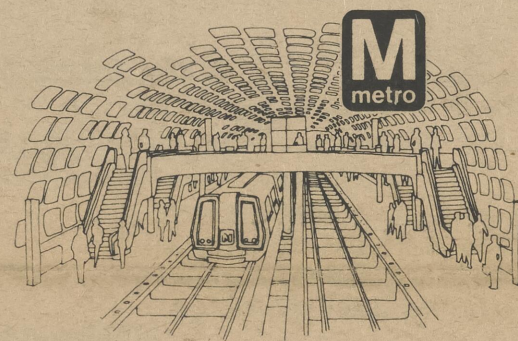
Next Meeting

—Monday, January 28.

at 8 P.M.

St. Paul's Church,
2430 K St., N.W.

Foggy Bottom Tunnel Tour

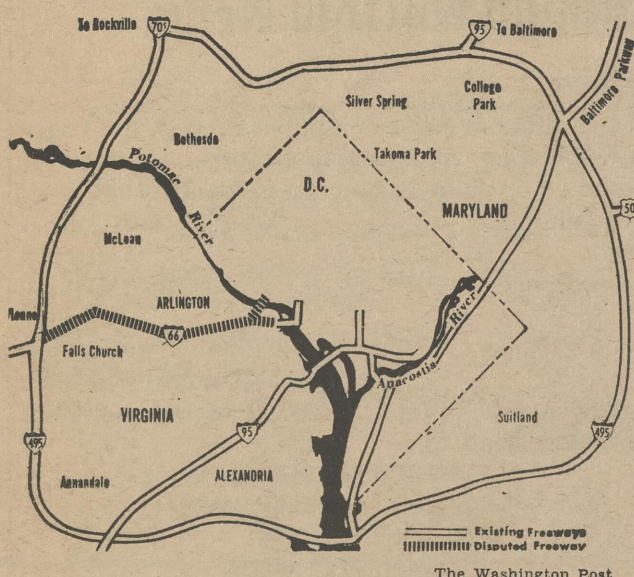


You are invited on a TUNNEL TOUR of the Foggy Bottom Metro Station area on Sunday, January 27 at 2:30 PM. Meet at 24th and Eye Streets, NW, and wear

appropriate footwear—sturdy shoes or boots.

IF IT RAINS, the Tunnel Tour will be held the following Sunday—same time, same place.

No Aye for I-66



The Washington Post

In many ways the Fairfax County Board's Jan. 7th vote to reject Interstate 66 was the most significant transportation decision in the history of the Washington Metropolitan Area. To be sure the governments of Alexandria and Arlington had recently cast their lot with the citizens of the District in opposing that road but the Highway problems of these communities, it turns out, are precisely the same as

those of the city.

But Fairfax! Didn't it have everything to gain by I-66? Wasn't it the fabled land of 80 mph bread runs in the morning and the good country life at even? Why had suburbia's love affair with the automobile ended with a jilt?

Why indeed? Fairfax just got smart. It discovered that the automobile, the creator of suburbia, was also its destroyer; that in some areas

of the County, the sweet rural air had turned every bit as sour with exhaust fumes as that of the District; that like sewer extensions, highways encouraged uncontrolled rates of growth and foolish forms of development, poisoning the water supplies and citifying the woodlands with disheveled communities whose property taxes could not cover the costs of the services they demanded.

And seeing what had happened in the District and what I-66 would do to Arlington, they became suspicious that even the parklands they had set aside for recreation would soon be transformed into rights-of-way for still more freeways snaking their way toward new victims.

Other development persuasive to the Board were: the I-66 environmental impact statement, drawn up by a consulting firm hired by the Virginia Highway Dept. which, nevertheless, failed to endorse the highway; the arrival of the energy crisis which made construction seem irresponsible; the warn-

ing by EPA that construction of I-66 would probably be illegal since parkland cannot be taken for roads where a "feasible and prudent alternative" form of transportation exists; and above all, the emergence of Metro, after 50 years of bickering, as that feasible and prudent (and far more efficient) alternative soon to be constructed in the I-66 corridor.

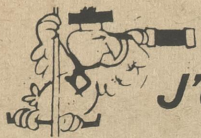
Representing the community on the receiving end of I-66, the FBA testified against that road and had a few additional notes of pessimism to offer. One of the avowed purposes of I-66, to accommodate a tremendous expected increase in commuter traffic, flies in the face of stern official warnings that for this city to conform to EPA air quality standards would require a 25% reduction in automobile use.

It is clear, too, that the parking facilities needed to house those additional cars will not be built—Mall parking has been reduced, projected parking at proposed new facilities has been sharp-

ly cut back and, indeed, citizens of the District are getting tired of driving their cars to work in order to clear the outside lanes for commuters.

It must be evident as well that this city has no intention of providing the connector freeways I-66 must have to be useful. And considering how successful we were in halting them before we got home rule, how much more so will we be now that we have it.

Of course, all the decisions made so far on this highway have been advisory in nature. Only the State of Virginia and the U.S. Dept. of Transportation Planning Board of COG, can make binding decisions on I-66, itself. But in a sense all decisions on highways are advisory in nature. And should all three be foolish enough to OK this road, the citizens in all probability will be hauling their government off to court again.



J'ever Notice...

...that the Christmas decorations in St. Paul's were more beautiful than ever this year—a tip of the hat to all responsible. ...NATALIE BEAULIEU'S handsomely decorated tree (with a new touch of icicles) a welcome sight on the corner of 25th & Eye. ...that smart young couple out shoveling the sidewalks very early in the morning after that snowy day—was it T & L?—that's what I call real Bottomlyness. ...that constant parade of trucks barreling down 25th St. between K & Virginia—when will it ever end?—is 25th Street the **only** route to wherever they're going? ...that some nice citizen on Eye Street left a note (with details) on the wind-

shield of a car that had been slightly bashed in by a not-so-nice hit and run. ...that JACKIE LEMIRE of Eye Street was not so lucky—her Triumph was almost totaled on 26th Street (she's offering a reward to any witnesses). ...MADELINE & HENRY PAUL are back in the Potomac House after spending a spring-like November in Ocean City. ...this year's political rally on the Elipse called "The Pageant of Peace" ...the Kohoutek parties in the area. ...that NATHANIEL & LIZ DAVIS have just returned from Chile and are now living in their house on 26th Street—a hearty 'welcome home'. ...the Christmas carolling in the neighborhood by the Foggy Bottom Seven.

Recognized both as a transportation/air pollution control strategy and as an energy conservation strategy, CAR POOLS are steadily increasing throughout the Washington metropolitan area. Many different institutions are separately providing the information-matching systems necessary to make car pools work. Under one recently-announced program approximately 40,000 Federal and District government employees who work in the Federal Triangle area will be able to give and receive commuter-matching information through a District computer. In the next few months, it is expected that this program will expand to provide computer services to more than 80,000 employees in the Southwest and Capitol Hill employment areas.

by telephone. Even the Highway Users Federation is supporting this strategy by distributing bumper stickers which read—"POOL IT".

Don't Fuel It, Pool It!

Supported by \$25,000 from DOT and \$23,500 from EPA, the *Council of Governments* is designing a highly sophisticated computerized car pool matching system and has begun to distribute questionnaires to employers. With an anticipated additional \$150,000 from each of these two Federal agencies, COG expects to complete the system by May 1975. The Northern Virginia Transportation Commission has joined the effort by providing a

computerized car pool data bank for the 4,500 employees at the Westgate Industrial Park in McLean. The five National Capital area branches of the American Association of University Women have also announced plans to operate a car pool locator service. AAUW members plan to collect and disseminate commuter information



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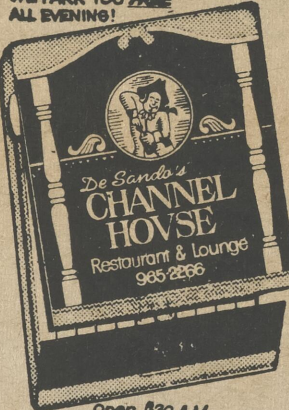
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THE FOGGY BOTTOM ASSOCIATION

Foggy Bottom News

The Foggy Bottom News is a publication of the Foggy Bottom Association. All editorial and other assistance is contributed on a volunteer basis by residents of the area.

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All announcements, letters, articles, etc., welcome but must be typed. Send to:

FOGGY BOTTOM NEWS

c/o West End Library

24th and L Sts., NW

Washington, D.C. 20037

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The opinions expressed in this publication are those of the writers. Their appearance here constitutes neither an endorsement nor official policy of the Foggy Bottom Association.

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In Our Neighborhood...

Lewis Hotel Motel School

The Lewis Hotel Motel School building is indeed a Washington Landmark and has been referred to as the white house on Washington Circle. The Lewis School Building was formally opened October 1, 1925, with a reception for hotel officials and friends.

The Lewis Hotel Training School is the original school for the hospitality field—founded in 1916 in Grand Rapids, Michigan, by Clifford and Mary Catherine Lewis, when managing the Pantlind Hotel. Thousands of men and women interested in preparing for a food/lodging career, known today as the hospitality field, have completed training either by studying under the Home Study plan, or by attending classes in the building on Washington Circle.

During the span of 58 years, classrooms have been refurbished and enlarged to care for the increased number of students and staff and to keep pace with changes in the hospitality field. Students include young men and women in addition to older persons seeking a change in careers. Many have completed one or more years of college and many speak more than one language. Students are from various states and many countries.

Hundreds of veterans have completed the intensive training program Lewis offers. Veterans who have had experience in supervising staff, managing a service club, or have been responsible for budgeting, purchasing, recruiting personnel, and who enjoy working with people find the hospitality field challenging and rewarding. Having been assigned to work in different countries, many have a knowledge of one or more languages, an important asset since emphasis is being placed today on international tourism.

Instructors have had practical experience in the industry. In addition to theory, there are guest lecturers covering various phases of the industry; tours of establishments in the area are arranged; and students have an opportunity to meet industry personnel—many Lewis Alumni. There are classroom demonstrations, as students study front office procedures, housekeeping, food/catering, budgeting and purchasing, and the organization of various departments in hotels, motor hotels, apartment residences, clubs and restaurants.

Day and evening classes are scheduled in the Lewis School building on Washington Circle—an interesting Landmark.

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Columbia Hospital for Women

A crying infant, a frightened patient, a lost visitor—these are taken care of by the 150 Red Cross volunteers at Columbia Hospital for Women. Many of these women have logged thousands of hours of volunteer work—work that takes them into all areas of the hospital where they provide support for the hospital staff.

Columbia Hospital for Women is the only hospital exclusively for women in the metropolitan Washington area and is one of the oldest hospitals in the country devoted exclusively to the practice of Obstetrics and Gynecology.

Bringing their own knowledge and experience to the myriad of tasks performed each day—the volunteers share a concern for making the patients comfortable.

Mrs. Anna Church assists in the admissions office. "It's important that when the patients first arrive they don't get lost or nervous." She also sorts the various papers that make up the patients' charts. Like many other volunteers, she has worked in several other hospitals. "At first it was strange working in a hospital with only women but now I really enjoy every minute of it. It's good to feel useful now that my kids are in school."

Miss Ruth Kelly has been at Columbia Hospital for Women for 6 years. Previously she had worked in an office. Miss Kelly finds hospital work a "completely new experience." Working at the information desk, she enjoys "seeing people and helping them. I have to know where everything is because sometimes I get some pretty odd requests."

The Red Cross volunteers at Columbia Hospital for Women help provide a comforting atmosphere for the patients. The skills and experience they bring to the hospital are an invaluable asset to the hospital staff.

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How Does a Bride Decide?

How does a bride-to-be judge how much wedding photography she needs? Today's young woman is more mature and sure of her life style, so it is she, more than her mother, who decides. Or the couple plans together and then tells their parents how they want it to be.

There is no pat answer, any more than there is a standard size of wedding. So how does a bride know whether she wants the professional with a \$950 minimum or Cousin David, who will do it out of affection for just the cost of the film and processing?

She might begin by asking: "After the music and flowers have faded, the wedding gown is folded away and the wedding cake is reduced to one treasured wedge wrapped in tissue, how will I remember how that day was? Will I remember who all was there? How much will I care? How much will my children care?"

In that paragraph lie several clues. How big and what kind of wedding is it to be? A big church wedding with 300 guests or a living room ritual with just family? How large and lavish is the reception? How many in the bridal party? How many kinfolk are coming and from how far away? Is it just one of a whole family procession of big weddings, or is this to be the last great gathering of the clan for several years... perhaps ever?

Certainly the photography should be up to the elegance of the bridal gown and the splendor of the occasion—call it expense if you will. It also depends upon whether the couple's group of friends goes in for sharing albums, and whether there are relatives who have only this vicarious way of sharing the day. Will both sets of parents expect big, full albums? Or will everyone be just as happy with a handful of

Instamatic prints that will be dog-eared by the time they are filed away.

Be honest with yourselves. Would you feel more comfortable doing without a book of memories and having a piece of furniture instead?

This decision must be made ahead of time. If the bridal pair and the photographer do not plan beforehand, then a last-minute change of mind will bring only superficial coverage. The photographer must know the bride and groom, their tastes, their plans, the places of ceremony and reception, the going-away schedule, the relatives and friends who should be photographed, if he is to produce an album of which everyone can be proud.

The couple should shop around, visit studios and compare notes with friends. However, when the chosen photographer is asked to reserve the date, the financier of the occasion should be prepared to deposit at least \$75. The photographer may require up to half of an agreed-upon package either on the day of the ceremony or the day the proofs are shown.

The balance will be payable on delivery of finished prints and albums—for the whole order. No photographer, not even Cousin David, should deliver without that final check. Like the minister, the florist, the caterer and the musicians, the photographer expects payment on delivery to meet certain outlays he has already made.

As for the newlywed couple, so soon swept up into marital concerns, that big white album on the coffee table holds more than just bright pictures. It can recreate that day and the feelings alive in it.

By Amber Eustus

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Keep sharp instruments and potentially dangerous toys out of reach of small children.

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These meetings are designed to enable the officers to get to know the people who live and/or work in their patrol area, and to discuss any police problems in that neighborhood.